



FAST WITH EASE. SPEED AND ACCELERATION WITH LIGHT WEIGHT FEEL

The RS:Slalom is designed to deliver, performance, ease of use and pure joy to the user, this is fast with incredible low end acceleration and good high end speed.



WHAT'S NEW:

• **Integrated compact clew** - An inset clew with a continuous sail outline gives the best of both worlds.

The inset clew increases the sails stability, handling and wind-range, while the continuous sail outline helps direct the tension where it needs to go, keeping the mid leech stable and keeping the foot twist to a minimum insuring the sail is not spilling power where you don't want it to spill power.

- Shorter luff length on middle and smaller sizes (8.6 and down) keeping the center of effort low and stable in powered-up conditions. With the 9.5 remaining close to the MKIII by keeping the boom relatively short to allow for easy handling.
- The boom length has remained very close to the MKIII accept on the 8.6 and 9.5 where it has been decreased to improve handling of larger sizes.
- Luff Curve: Increased in order to achieve higher body tension and increased profile stability.
- Clew Height: Higher for increased mid leech support.
- Shape comparison: Finer shaping on the profile entry to reduce drag and upwind performance combined with increased profile in the harness line area in order to keep low-end power and drive.

SIZE	LUFF	BOOM	BASE	BATTENS	CAMS	WEIGHT	IDEAL MAST	TOP FINISHING	CODE
5.5	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	BNPRSS455
6.2	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	BNPRSS462
7.0	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	BNPRSS470
7.8	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	BNPRSS478
8.6	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	BNPRSS486
9.5	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	BNPRSS495





PURE RACE - NO COMPROMISES - THE ONLY CLEAR GOAL...TO WIN!

Looking for performance, you are looking at the right sail. This is a full breed racing sail.



WHAT'S NEW:

• **Integrated compact clew** - An inset clew with a continuous sail outline gives the best of both worlds.

The inset clew increases the sails stability, handling and wind-range, while the continuous sail outline helps direct the tension where it needs to go, keeping the mid leech stable and keeping the foot twist to a minimum insuring the sail is not spilling power where you don't want it to spill power.

- Shorter luff length on middle and smaller sizes (8.6 and down) keeping the center of effort low and stable in powered-up conditions. With the 9.5 remaining close to Evo2 keeping the boom relatively short, critical when sailing around the slalom course. On Formula sizes the luff length increased compared to Evo2 by decreasing the head size without increasing boom length, resulting in improved upwind performance.
- Boom length remaines very close to the EvoII except on the 8.6 and 9.5 where it has been decreased to improve handling of the sails around the course.
- Luff Curve: Increased in order to achieve higher body tension, increased response and improved profile stability.
- Clew Height: Higher for increased mid leech support.
- Shape comparison: Finer shaping on the profile entry to reduce drag and increase upwind performance combined with increased profile in the harness line area in order to keep low-end power and drive.

SIZE	LUFF	BOOM	BASE	BATTENS	CAMS	WEIGHT	IDEAL MAST	TOP FINISHING	CODE
5.5	399	181	30		4	5.40	370	TBC	BNPRS55
6.2	423	191	24	7	4	5.60	400	TBC	BNPRS62
7.0	451	201	22	7	4	5.80	430	TBC	BNPRS70
7.8	476	211	16	7	4	6.20	460	TBC	BNPRS78
8.6	500	220	10	7	4	6.40	490	TBC	BNPRS86
9.5	526	230	36	7	4	6.78	490	TBC	BNPRS95
10.0	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	BNPRS00
10.7	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	BNPRS10
12.0	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	BNPRS12

TECHNOLOGY -

DESIGN FEATURES

1. Flexhead configuration

Light weight finishing of the head of the sail for optimum leech response.

2. Fully tubular batten construction

Three-piece batten construction reduces weight of the sail while increasing leech reflex.

3. Component luff pocket construction

The luff pocket construction features a low friction material in the cam area, facilitating easier rotation. Stiffer material used in the upper luff-pocket reduces sail weight while stabilizing sail entry and twist.

4. Aerodynamic boom cutout closure

Prevents the apparent wind from blowing into the mast sleeve and generating drag.

5. Dynamic Luff sleve shaping

- a) Increasing the width of the double surface leading edge in the area where the profile is the deepest, i.e. in front of the rider, helps to keep the draft stable in this critical area.
- b) Decreasing the width of the double luff in the head allows the sail to twist off more smoothly and under less load. This reduces tension on the leech.

6. Compact Outline - Reduced luff length

Compact aspect ratio sails retain high levels of control and handling as the area remains low in the sail, where the sailor has more control over it.

KEY FEATURES

RS:SLALOM MKTV

- 1. Rigs easily and rotates well.
- 2. Easy to use racing sail.
- 3. Features the new Integrated Compact Clew a new innovation in design.
- 4. Incredible low end acceleration and good high end speed.
- 5. As close as possible to the RS: Racing EVOIII's performance with less cams and reduced weight for easy handling.

RS:RACING_{evom}

- 1. NeilPryde racing technology, proven to provide winning sails for the last decade.
- 2. Antoine Albeau's sail of choice for Slalom, Speed, Formula and Long Distance.
- 3. Features the new Integrated Compact Clew a new innovation in design.
- 4. Performs in an even bigger wind range than the EVOII.
- 5. Designed for unmatched top speed and acceleration.

TECHNOLOGY RIGGING INSTRUCTIONS

Downhaul - This is the most critical aspect of the Racing sails, as with any racing sail this is where the real speed and control come from. We at NPDC take great time in getting the rigging specs exactly right and this is a great place to start. Downhaul is also subject to personal preference but at minimum you should set your mast and base to the spec and pull it so there is about 1cm between the pulley on the sail and the pulley on the base. Then while sitting in the downhaul position lift the leech and mast up off the ground and look at the twist in the sail, you want to see a very progressive falling of the leech from the boom to the top of the sail and the top 2-3 battens should be falling off enough so you can't see the ends of the battens. Some of our top racers like to put a little more downhaul on their Sails as they use them always very powered up. But this downhaul setting is for all conditions, light and strong wind, you want the twist in the sail always to be able to get the maximum speed out of it.

Outhaul - With the outhaul I strongly recommend using an adjustable system as this is where you will want to do a lot of tuning depending on the wind conditions. I suggest to set the boom one step longer than the recommended setting printed on the sail. This will give you a larger range of adjustment options and will also help to improve the camber rotation allowing the back of the sail to push out as the draft is rotating. The ideal setting is with the sail just touching the boom at full power, as the wind gets lighter don't be afraid to let the outhaul off even to the point where the sail is laying on the boom up to your harness lines. Don't over outhaul the sail as the wind gets stronger, if you pull to much outhaul you can lose to much power causing the sail to be very twitchy. This loss of power can also cause a loss of drive to your board which then makes controlling your board even more difficult.

Batten tension - The batten tension relates directly to sail stability and camber rotation, you need to find a balance that works well for you. Starting with the bottom batten put the most tension on this batten to give the added shape in the bottom maximum stability. Gradually decrease the tension on the next two battens up by about 2-3 full turns of the batten adjustment. On the fourth batten from the bottom give enough tension to just take the wrinkles out of the batten pocket. For the remaining top battens you want them to have just enough batten tension so that the bat cam snaps shut. You need to be careful with these battens though not to put to much tension on them and add shape into the sail, don't worry about tensioning all the wrinkles out of the front of the batten pockets. Instead look at the batten pocket and make sure that it is flat from the leading edge to the leech and if you push on the batten it is static and doesn't induce shape.

Tack strap - The tack strap tension also has a direct impact on sail stability and camber rotation but it also affects the softness of the sail. Apply strong tack strap tension for lighter winds, this generally means for the larger sails 7.0 and up and also applies in flatter water. For the smaller sails 6.2 and down less tack strap tension will make the sail softer and more forgiving which works well in rough water. The stronger the tack strap tension the stiffer the camber rotation will become, find a balance that works well for you and the conditions you are sailing in.

Note - Race sail tuning is a very personal feel dictated by sailing styles, boards and personal preference. Play with your gear and your tuning settings to find what is right for you. Even our top level racers Antoine, Micah, Pieter and Robby all tune their gear slightly different to one another.

TECHNOLOGY



INTEGRATED COMPACT CLEW

With the RS:RACING EVOIII and RS:SLALOM MKIV we introduce the Integrated Compact Clew where, in comparison to the current Dynamic Compact Clew, we have eliminated the cutout at the clew and connected the foot area with the leech by closing the sail behind the boom end.



Mini Batten

The mini batten just below the Integrated Compact Clew (ICC) is there to keep the back of the sail supported and to keep the surface clean and smooth. The tension will go through the perimeter of the sail keeping the foot and mid-leech stable for increased wind range and performance.



Closure System

As with all new things the compact clew comes with design challenges. One of the main objectives was to ensure the opening in the sail aligns at the same designated place each time. After experimenting we chose a simple and strong metal clasp, which is specifically designed to provide precise alignment when in a closed position.

We chose this system for its strength, simplicity, low profile and quick releasing ability but most importantly it will give the proper alignment each time the clasp is put together. With Integrated Compact Clew, where the clew is positioned forward from the trailing edge, the profile behind the clew is able to twist off when wind pressure increases. The sail automatically adjusts its shape and thus controls excessive power.



In addition, it also creates an 'S' profile on the batten, effectively pushing the deepest profile point forward, preventing it from moving back while overpowered, or enabling to hold pressure and keep the lower leech tight in light winds and while riding upwind.

66 I have been thinking about this clew concept since my time at ART. After the introduction of the Compact Clew that came out on the RS5 at the end of 2004 I was hoping to be able to take this concept one step further and use all the advantages of the Compact Clew without having to compromise the outline of the sail.

In comparison to regular sails with a clew on the back edge of the profile the EVOIII and MKIV have all the benefits common with the Dynamic Compact Clew: improved lower leech twist and much reduced draft movement due to the lower leech ability to create reflex behind the boom which releases excessive power and effectively locks the draft forward.

The real advantage of this new concept is that there is a tension connection between the foot edge and lower leech. This helps to keep the foot of the sail from blowing out in gusts and also makes the whole leech twist, harmonically, getting even more out of the advantages already associated with the regular and Dynamic Compact Clew. In addition, there is the benefit of a cleaner sail outline, when compared to the Dynamic Compact Clew, and therefore better aerodynamics as it is not necessary to have a clew cutout. **99**

Robert Stof

Robert Stroj NeilPryde Chief Designer

